




# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the September 16, 2009 Meeting

DATE: September 3, 2009

### 1. DRAFT FY 2009/10 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) ALLOCATION PLAN

#### Issue

In recent years, due to unstable funding, the California Transportation Commission (CTC) has frequently found it necessary to adopt allocation plans to identify the priorities for the allocation of limited STIP resources. The recommended FY 2009/10 Allocation Plan principles and priorities are consistent with previous ones adopted by the CTC.

Based upon the FY 2009/10 revised budget, the associated trailer bill, and the 2010 STIP Fund Estimate, Caltrans developed the FY 2009/10 STIP allocation capacity. CTC staff estimates that nearly \$380 million in STIP projects programmed for FY 2009/10 (including projects delivered in FY 2008/09 that could not be allocated due to a lack of funding) cannot be allocated this fiscal year.

#### **FY 2009/10 STIP Funding Shortfall (millions)**

<b>Allocation Capacity</b> <sup>1</sup>		<b>Estimated Potential Allocations</b> <sup>2</sup>		<b>Difference</b>
Transportation Investment Fund	188			
Transportation Facilities Account	514			
<b>Subtotal – Flexible Funds</b> <sup>3</sup>	<b>702</b>	Highway Projects	1,003	-301
Public Transportation Account <sup>4</sup>	5	Rail & Transit Projects	79	-74
Transportation Enhancements (Federal)	77	Transportation Enhancement (TE) Projects	81	-4
<b>Total</b>	<b>784</b>	<b>Total</b>	<b>1,163</b>	<b>-379</b>

#### Footnotes

1. Capacity adjusted for FY 2009/10 right-of-way lump sum allocations and estimated TE match.
2. Based on projects programmed for FY 2009/10 and projects delivered in FY 2008/09 that could not be allocated in FY 2008/09.
3. Although primarily used to fund highway projects, the Transportation Investment Fund (Proposition 42) and the Transportation Facilities Account (Proposition 1B) can be used for transit or highway projects.
4. Public Transportation Account STIP resources can only be used for transit projects.

To facilitate prioritization of projects to receive funding during FY 2009/10, CTC staff has recommended the following principles and priorities.

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## Guiding Principles

- Mode neutral.
- Avoid the loss of federal funds.
- Prioritize construction and other capital expenditures.
- Prioritize projects funded with other Proposition 1B funds [Corridor Mobility Improvement Account (CMIA), Rt. 99, Trade Corridors Improvement Fund (TCIF), State-Local Partnership Program (SLPP), or Traffic Light synchronization Program (TLSP)] including STIP project programmed for preconstruction in FY 2009/10.
- Consolidate bond funding by allocating Transportation Facilities Account funds (STIP Augmentation Bond) to projects with other Proposition 1B funding (CMIA, Rt. 99, etc.).
- Limit additional allocations of Transportation Facilities Account funds to projects with more than \$20 million programmed for STIP construction funding.
- Do not advance out-year projects. Limit potential allocations to projects programmed in FY 2009/10, projects with extensions to FY 2009/10, and projects delivered in FY 2008/09 that could not be allocated in FY 2008/09 because resources were insufficient.

## General Allocation Priorities

Projects in the following categories will receive allocations on a first come, first served basis so long as sufficient capacity remains.

1. AB 3090 reimbursements.
2. Planning, Programming and Monitoring.
3. Projects funded with both STIP and other Proposition 1B funds (CMIA, Rt. 99, TCIF, SLPP, or TLSP), including allocations for preconstruction components. Projects with more than \$20 million of STIP construction funding will be allocated from the Transportation Facilities Account.
4. Projects at risk of losing other funding if not allocated [including TE and Highway Bridge Program (HBP)].
5. Capital funding for:
  - a. Required mitigation projects for construction projects previously allocated.
  - b. Capacity expansion projects on the interregional road system and capacity expansion intercity rail projects.
  - c. Other capacity expansion projects including local road and transit projects.
  - d. Operational improvements on the state highway system and to the intercity rail system.
  - e. Grade separation projects and projects that significantly improve safety.

The CTC will give lower priority to projects in the following categories (excluding TE funded projects):

- Preconstruction funding (excluding preconstruction components for projects funded with both STIP and other Proposition 1B funds).
- Operational improvements on local roads and transit operational improvements.
- Local road rehabilitation and reconstruction.
- Non-TE eligible bicycle and pedestrian facilities.
- Non-TE eligible landscaping (if not a required mitigation).
- Enhancements, including soundwalls.

CTC staff recommends that the CTC reevaluate allocation capacity and the allocation plan after the January 10<sup>th</sup> release of the Governor's FY 2010/11 Budget.

### Impact on Nevada County STIP Projects

The SR 49/La Barr Meadows Road Signalization project is scheduled to receive an allocation of construction funds during FY 2009/10. Since it is funded with both STIP and CMLA funds, this project will fall under Allocation Priority #3. Caltrans staff expects that the next bond sale to provide CMLA funds may be in October. Once the bond funds are available, the CTC will only need to allocate \$4.9 million from the STIP to fully fund construction of the project. Therefore, it seems likely that the CTC might allocate the STIP funds at their November or December meeting for this project.

## 2. DEVELOPMENT OF THE STIP FUND ESTIMATE AND GUIDELINES FOR ADOPTION OF THE 2010 STIP

The STIP is a biennial document adopted no later than April 1<sup>st</sup> of each even numbered year. Each STIP will cover a five-year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP, plus new projects and reserves from among those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIPs), and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program.

Statewide Fund Estimate – Development of the 2010 STIP will consist primarily of rescheduling projects carried forward from the 2008 STIP. The statewide capacity for the 2010 STIP Fund Estimate identifies the net new capacity available for the two years added to the STIP, FY 2013/14 and FY 2014/15, with primarily decreases in capacity for earlier years. The estimate incorporates the FY 2009/10 Budget Act and other 2009 legislation enacted prior to the fund estimate adoption. Programming in the 2010 STIP will be constrained by fiscal year, with most new programming limited to TE projects in the two years added to the STIP, FY 2013/14 and FY 2014/15.

County Shares and Targets – Unlike recent fund estimates, the 2010 STIP Fund Estimate only contains STIP targets for the new statewide TE capacity (\$193 million through FY 2014/15). The 2010 STIP Fund Estimate indicates that there is no new programming capacity in either the Public Transportation Account (PTA) or in the Flexible Fund sources (made up of the Transportation Investment Fund and the Transportation Facilities Account).

It is important to note that the Flexible Funds and, to a lesser extent, the PTA, are significantly over-programmed (or more accurately under-funded) in the early portion of the 2010 STIP period. This means that **many of the projects currently programmed in the STIP will need to be delayed (reprogrammed into a later year) in the 2010 STIP. Thirty-one percent of the projects programmed from Flexible Funds from FY 2009/10 through FY 2012/13 will need to be delayed (reprogrammed) to FY 2013/14 and FY 2014/15.**

Schedule – As authorized by Government Code Section 14525(d), the CTC postponed the adoption of the 2010 STIP Fund Estimate because legislation then pending before the Legislature would have a significant impact on revenue estimates. The following schedule lists the major milestones for the development and adoption of the 2010 STIP:

- Workshop: Draft Fund Estimate & Draft STIP Guidelines, September 9, 2009.
- CTC adopts Fund Estimate, October 14, 2009.
- Caltrans identifies state highway needs, November 13, 2009.
- Regions submit RTIPs, February 12, 2010.
- Caltrans submits ITIP, February 12, 2010.
- CTC STIP Hearing - North, March 22, 2010.
- CTC STIP Hearing - South, March 23, 2010.
- CTC publishes staff recommendations, April 29, 2010.
- CTC adopts STIP, May 19, 2010.

Actions by NCTC – Assuming that the draft STIP Fund Estimate is adopted without any significant changes, NCTC will need to determine what year and how much funding should be programmed for the Dorsey Drive Interchange; decide if it wants to program a Transportation Enhancement project(s), and consider how much funding it wants to put into Planning, Programming, and Monitoring activities for FYs 12/13, 13/14, and 14/15.

The first discussion of these items can be held after the CTC adopts the STIP Fund Estimate at the November NCTC meeting. Final decisions will need to be made by the January NCTC meeting so the RTIP can be submitted by February 12, 2010.

3. STATUS OF PROJECTS FUNDED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

The attached ARRA Project Status Report provides information regarding the progress each jurisdiction is making toward expending the funding approved by the NCTC.

4. SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEETING

NCTC staff convened a meeting of the Social Services Transportation Advisory Council (SSTAC) on August 18, 2009 to educate the group of their role in the Americans with Disabilities Act (ADA) paratransit eligibility appeals process, as outlined in the Nevada County Complementary Paratransit Implementation Plan (NCCPIP) for western Nevada County. The SSTAC was informed that if an applicant for ADA paratransit eligibility is initially denied by the Nevada County Transit Services Division, the applicant has up to 60 days to appeal that decision. If an appeal is made within the 60 day timeframe, the SSTAC then has 30 days to convene and make a decision on the appeal. The process that is envisioned at that point would be to convene the SSTAC and provide the Nevada County Transit Services Division an opportunity to present why the application was denied and then allow the applicant an opportunity to present information to the SSTAC as to why the initial decision should be appealed. The SSTAC will have an opportunity to ask questions of both parties and will then deliberate in closed chambers prior to making a final ruling on the paratransit ADA eligibility.

attachments

# DRAFT 2010 STIP FUND ESTIMATE

## Table 1 - Reconciliation to County and Interregional Shares

(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2010 FE PTA Target Capacity	\$5	\$205	\$335	\$345	\$0	\$0	\$885	\$890
<b>Total 2010 STIP FE PTA Target Capacity</b>	<b>\$5</b>	<b>\$205</b>	<b>\$335</b>	<b>\$345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$885</b>	<b>\$890</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$75</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$887</b>
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$22
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$96</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$909</b>
<b>PTA Capacity for County Shares</b>	<b>(\$91)</b>	<b>(\$114)</b>	<b>\$92</b>	<b>\$94</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72</b>	<b>(\$19)</b>
<b>Cumulative</b>	<b>(\$91)</b>	<b>(\$205)</b>	<b>(\$113)</b>	<b>(\$19)</b>	<b>(\$19)</b>	<b>(\$19)</b>		
<b>Flexible Funds (TIF, TFA)</b>								
2010 FE Non-PTA, Non-TE Target Capacity	\$1,036	\$508	\$508	\$508	\$533	\$533	\$2,590	\$3,625
2010 FE Non-PTA GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
TE State Match (Estimated program totals)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$45)	(\$54)
<b>Total 2010 STIP FE Flexible Funds Capacity<sup>2</sup></b>	<b>\$954</b>	<b>\$426</b>	<b>\$426</b>	<b>\$426</b>	<b>\$451</b>	<b>\$451</b>	<b>\$2,180</b>	<b>\$3,134</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$848</b>	<b>\$714</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,076</b>	<b>\$2,923</b>
Extensions	\$112	\$1	\$0	\$0	\$0	\$0	\$1	\$113
Delivered But Not Allocated	\$186	\$0	\$0	\$0	\$0	\$0	\$0	\$186
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net Flexible Funds STIP Program</b>	<b>\$1,146</b>	<b>\$715</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,077</b>	<b>\$3,222</b>
<b>Flexible Funds Capacity for County Shares</b>	<b>(\$192)</b>	<b>(\$289)</b>	<b>(\$228)</b>	<b>(\$281)</b>	<b>\$451</b>	<b>\$451</b>	<b>\$103</b>	<b>(\$89)</b>
<b>Cumulative</b>	<b>(\$192)</b>	<b>(\$481)</b>	<b>(\$709)</b>	<b>(\$991)</b>	<b>(\$540)</b>	<b>(\$89)</b>		
<b>Transportation Enhancements (TE)</b>								
2010 STIP FE TE Capacity (Federal)	\$74	\$74	\$74	\$74	\$74	\$74	\$371	\$445
TE State Match (Estimated program totals)	\$9	\$9	\$9	\$9	\$9	\$9	\$45	\$54
<b>Total 2010 STIP FE TE Capacity</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$416</b>	<b>\$499</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$82</b>	<b>\$81</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219</b>	<b>\$301</b>
Extensions	\$2	\$2	\$0	\$0	\$0	\$0	\$2	\$5
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net TE</b>	<b>\$84</b>	<b>\$83</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$221</b>	<b>\$305</b>
<b>TE Capacity for County Shares</b>	<b>(\$1)</b>	<b>(\$0)</b>	<b>\$9</b>	<b>\$19</b>	<b>\$83</b>	<b>\$83</b>	<b>\$194</b>	<b>\$193</b>
<b>Cumulative</b>	<b>(\$1)</b>	<b>(\$1)</b>	<b>\$8</b>	<b>\$27</b>	<b>\$110</b>	<b>\$193</b>		
<b>Total Capacity</b>	<b>(\$284)</b>	<b>(\$403)</b>	<b>(\$127)</b>	<b>(\$168)</b>	<b>\$534</b>	<b>\$534</b>	<b>\$370</b>	<b>\$86</b>

### Notes:

General note: Numbers may not add due to rounding.

<sup>1</sup> 2008 STIP from August 2009 "Orange Book"

<sup>2</sup> Includes TFA capacity of \$528 million in 2009-10.

### American Recovery and Reinvestment Act (ARRA) Project Status Report

Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
County of Nevada	La Barr Meadows Road	Grass Valley city limits to Dog Bar Road	Paved shoulders, related improvements, and asphalt overlay	\$650,000	The County of Nevada is currently expending funds to complete the Preliminary Engineering (PE) for this project and anticipates being ready to submit for Project Authorization to fund the construction component of the project by November 1, 2009. Once the Project Authorization for construction funding is approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
County of Nevada	Magnolia Road	Lake of the Pines entrance eastwards past Bear River High School	Construct center turn lane and related roadway improvements	\$588,317	The County of Nevada is currently expending funds to complete the Preliminary Engineering (PE) for this project and anticipates being ready to submit for Project Authorization to fund the construction component of the project by November 1, 2009. Once the Project Authorization for construction funding is approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
County of Nevada	Eastern Overlay	Glenshire/Hirschdale Roads	Asphalt overlay and striping	\$250,000	The County of Nevada has received Project Authorization to fund the construction of this project and has opened bids for this project. After a contractor is selected, this project will begin in late September 2009.
County of Nevada	Western Overlay	Pleasant Valley Road - 1.4 miles, Ridge Road - 1.0 miles, Tyler Foote Road - 2.1 miles	Asphalt overlay, pavement markers and striping	\$900,000	The County of Nevada has received Project Authorization to fund the construction of this project and will be opening the bids for this project in January 2010. After a contractor is selected, the construction of this project will begin in spring of 2010.
County of Nevada	Penn Valley Drive	Western Gateway Park to Pleasant Valley Road/Highway 20 intersection	Construct paved (separated) Class I Bike Path	\$237,434	The County of Nevada is currently expending funds to complete the Preliminary Engineering (PE) for this project and anticipates being ready to submit for Project Authorization to fund the construction component of the project by November 1, 2009. Once the Project Authorization for construction funding is approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
			<b>TOTAL OF ARRA FUNDS</b>	<b>\$2,625,751</b>	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
City of Grass Valley	South Auburn Street	S. Auburn St. from Hwy. 20/49 to E. Main St. and Hwy 20/49 to Empire Street (approximately)	Pavement reconstruction and overlay and drainage repair/replacement	\$506,555	The City of Grass Valley is currently expending funds to complete the Preliminary Engineering (PE) for this project. The PE component of this project is expected to be completed by mid-September. The City of Grass Valley will then submit for Project Authorization for the funding of the construction component of the project. Once approved, the City intends to put the project out to bid in October or November and finalize a contract that will allow for the project to begin as soon as temperatures allow next spring (March/April 2010).
			<b>TOTAL OF ARRA FUNDS</b>	<b>\$506,555</b>	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
City of Nevada City	Broad Street	Union Street to Commercial Street	Replace AC Pavement	\$120,438	The City of Nevada City has submitted the Project Authorization for the funding of the construction component of the project and is waiting for approval from the Federal Highway Administration. The City will then put the project out to bid in late fall with the expectation of starting the project in June 2010.
			<b>TOTAL OF ARRA FUNDS</b>	<b>\$120,438</b>	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
Town of Truckee	Town of Truckee	Truckee River Legacy Trail Phase 3A - Class I Bike Path from River View Sports Park to the historic overlook, west of the Tahoe Truckee Sanitation Agency	Construct paved (separated) bikeway	\$633,342	The Town of Truckee is currently expending funds to complete the Preliminary Engineering (PE) for this project. The Town has completed 90% design for the trail project and will be completing the final design once the California Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) process is completed in November. The Town of Truckee will then be ready to submit for the Project Authorization to proceed with funding construction and would anticipate putting the project out to bid in January and to award a contract for the summer construction season.
			<b>TOTAL OF ARRA FUNDS</b>	<b>\$633,342</b>	
			<b>COLUMN TOTALS</b>	<b>\$3,886,086</b>	